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1	block station to the projected hangars and barracks of this plant. The line was cleared of woods and the material for the track was already available. Further construction material including 2,500,000 stones were expected to arrive soon. In mid-July 1952, surveying work started for the aircraft plant, ***
1 1	a spur track was laid between Kerkwitz and Jaenschwalde passing the Grabkow block station. Bricks and prefabricated houses were piled up along the spur track west of Grabkow station. About 350 meters south of the line, there were two derricks near which excavations were observed. the spur track extended to brewitz airfield, where improvement work was allegedly under way.
5。 	In early July, Jahn (fnu) was charged with the supervision of construction work performed by the Dresden Bauunion at Drewitz and Welzow airfields. The local supervisor in Drewitz was Zoennehen (fnu) and in Welzow, Horn (fnu). Zoennehen had been construction superintendent in welzow until work started in Drewitz. His deputy was Horn.

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